

**1 Introductions**

*Cory LaVigne (LAVTA, Chair)* requested introductions from the attendees.

**2 Approval of the April 2007 Minutes**

*Cory LaVigne (LAVTA, Chair)* asked for approval of the April 4, 2007 meeting minutes; the Working Group approved the minutes.

**3 2007 TIP Amendment Schedule & Update**

*Raymond Odunlami (MTC)* reported that the Public Comment period for Amendment 07-06, the amendment that brings the TIP into compliance with SAFETEA-LU guidelines, closed on April 25, 2007 and is scheduled to go to the Commission for approval later in May. The Public Comment period closed April 30, 2007 for TIP Amendment 07-08, the Annual Transit Program of Projects (POP) Amendment. The deadline for the next Administrative or Formal Amendment was May 1, 2007; however, MTC staff will continue to accept new projects for inclusion in the Amendment until the morning of May 4.

Glen Tepke (MTC) distributed a copy of the Annual POP spreadsheet to the Group and reported that since there has been a significant gap between MTC's revenue estimates and the apportionments for the past two years, MTC staff is anticipating a greater shortfall in FY 2007-08 which may result in the need to redistribute the program among UAs and to make program reductions to address the shortfall. MTC staff encouraged the operators to compare the spreadsheet to what is included in the TIP to ensure accuracy.

**4 FTA Sect. 5309 Bus Discretionary Program**

*Glen Tepke (MTC)* reported that the 5309 Bus program, which is normally entirely earmarked, was not completely earmarked in FY07, so FTA created two discretionary grant programs to distribute the \$438M in unearmarked funds: 1) the Urban Partnership Program (UPP) and 2) the 5309 Bus and Bus Facilities Discretionary Program. The Federal Register noted that only the designated recipient of 5307 funds is eligible to apply for the 5309 Bus Discretionary Grant Program, which is MTC. MTC will submit projects on behalf of the region's transit operators but will not screen project proposals other than to make sure they are eligible and consistent with the RTP. Per the Federal Register, project proposals should be submitted through FTA's TEAM system; therefore, MTC staff will enter the numbers into TEAM and attach all the individual submitted proposals to the application. The deadline to submit proposals to MTC is May 7, 2007. Glen advised, per FTA staff, the only information to be entered into TEAM is the dollar amount, but in terms of the proposals, whatever the operators submit will be attached to the application. Operators are encouraged to follow the guidelines contained in the Notice of Federal Availability (NOFA) and to cross-reference the type(s) of project(s) with project readiness. Lucinda Eagle (FTA) was available to answer any questions and provide additional instruction regarding project submittal. **Follow-Up:** *On May 22, 2007, MTC submitted, through TEAM, a final application consisting of 33 projects, totaling \$139.5M from 21 operators and other eligible recipients. The FTA is expected to make final fund determinations in approximately eight weeks.*

**5 Third Cycle SAFETEA STP/CMAQ Program Funding Proposals**

*Glen Tepke (MTC)* presented MTC's revised proposal for programming Third Cycle STP/CMAQ funds for Transit Capital Shortfall projects. The proposal differed from that previously presented to the TFWG by shifting the \$9 million reserve for FY09 FTA formula program shortfalls to the Zero Emission Bus Demonstration Project, for a total of \$14 million. The change reflected a change in the MTC staff proposal for the population-based Prop 1B transit funding for the ZEB demo from \$20 million to \$10 million. Commission action on the proposal was deferred to the May 9 Programming and Allocations Committee (PAC) meeting.

**6 Regional Transit Capital Inventory Update**

*Glen Tepke (MTC)* announced that the final report for Phase I of the Regional Transit Capital Inventory project has been received and added that revisions were made as a result of the comments received from the Draft report. The Phase 1 report provides a recommended asset classification system; identified the data sources used to populate the inventory; and, identified gaps where operators do not have data or enough data to comply with recommendations. Glen reported that the next steps are to start building the inventory as well as do the RTP TCI shortfall projections, simultaneously. Later this month, MTC will be issuing a call for data for the RTP projects and will ask the operators to

submit their capital assets in, as much as feasible, the form of the recommended for the inventory. Glen pointed out that per comments received, it is one thing to identify the asset in the recommended format; however determining replacement and rehab cycles for the assets themselves is much more laborious. MTC staff is proposing to extend the contract with the consultants and have them determine the average replacement and rehab costs and cycles for every asset classification identified. In addition, staff is recommending to have the consultants work with up to 6 recommended operators as a test phase to help with data translation to the recommended format and to assess how workable the format is before requesting a more concerted effort of all the operators. The third role of the consultants would be to get a better understanding of what type of assistance is needed for all operators to be able to provide asset inventory data. Glen announced that as a result of operator comments, the deadline for the RTP data collection has been pushed back to September; a revised schedule was distributed. Group members requested that recommendations from the Bus/Van Pricelist Subcommittee be considered for use in the RTP projections as well as the FTA formula program.

**7 FTA Grant Procedures for Flex Funds**

*Craig Goldblatt (MTC)* provided an update about transferring projects with STP/CMAQ funding through FTA grants. Some FHWA programs are eligible to transfer to an FTA grant provided there is a nexus to transit. A key advantage to transferring funding from FHWA to FTA is that as soon as Caltrans transfers a STP/CMAQ project into an FTA grant it immediately becomes obligated, thus bypassing the environmental approval process to later phases of the project.

In the past, transit operators were able to incorporate STP/CMAQ funding into their 5307 grant; however, this current fiscal year the FTA is requiring that FTA grantees do separate grants for STP/CMAQ funding versus incorporating them into their 5307 funding. Essentially, any FHWA funds eligible to be transferred to FTA must be submitted in separate grants. Lucinda Eagle (FTA) was available to answer any questions.

**8 Proposition 1B Transit Funding**

*Anne Richman (MTC)* provided an overview of the Proposition 1B Transit Funding discussion, which took place at the Partnership Board meeting on April 10, 2007. Generally, the Partnership reached consensus on the proposal for smaller operators, which lowered and added flexibility for eligibility of local match sources; no consensus was reached in relation to Urban Core; consensus was reached on the level of funding for the Lifeline program but there were concerns about the eligibility and how the funds were to be distributed; ZEB was not discussed and no comments were received. MTC staff is making changes based on comments and recommendations received from the various forums the proposal was presented at and will present the final proposal at the Programming and Allocations Committee (PAC) meeting on May 9, 2007 and then the full Commission, thereafter. Group members requested that, though the local match was reduced, it be completely dissolved and also requested that the Lifeline program not be constrained but that it allow the CMAs to have some discretion. The final proposal will be distributed to the Group once it is finalized.

**9 TDA and AB1107 Fund Monitoring Update**

*Theresa Romell (MTC)* reported that the third quarter actual revenue amounts were somewhat unfavorable and that payments made in March were much lower than expected and reflected the end-of-quarter clean-up activities. Actual payments are trending about \$6 million less than the February projections region wide. MTC staff will be preparing a revision to the FY 2006-07 Fund Estimate in July in order to reconcile actual payments with estimated revenues. Based on the amount of revenue that is projected to be available through the end of the fiscal year, it is anticipated that some rescissions will be necessary. The most significant rescissions are expected for operators in Alameda, Contra Costa and San Francisco counties.

**INFORMATION ITEMS / OTHER ITEMS OF BUSINESS:**

**10 Transit Passenger Demographic Survey Phase 1 – Final Results**

*Marc Roddin (MTC)* reported on the final results of Phase I of the Transit Passenger Demographic Survey and advised the Group that the complete final report will be distributed via email. Marc stated that the final results would be presented to the various advisory committees in June. Phase II pre-testing has begun and consists primarily of OWL routes occurring between 9:00 p.m. and 6:00 a.m. Preliminary results have already shown that there are more people riding at night than previously thought. The Group thanked Marc for his efforts and wished him continuous success in his retirement.

**11 2009 RTP Goals**

*Ashley Nguyen (MTC)* reported that in preparation of the 2009 RTP, MTC staff revisited the current RTP goals and proposed some revisions. Ashley provided an overview of those revisions, of which MTC staff is soliciting input on. The deadline for submitting comments is May 30. The Draft Goals will be presented to the Partnership Board in June and then to the Planning Committee in July for approval.

*Cory LaVigne (LAVTA)* announced that the next 2009 Regional Transportation Plan (RTP) Transit Planners Meeting is on May 17 from 1:30 p.m. to 3:30 p.m. at the MetroCenter, Room 171. Cory encouraged all operators to forward this information to their planning staff. Questions regarding the session can be directed to Cory at [clavigne@lavta.org](mailto:clavigne@lavta.org).

**12 Regional Measure 2 – Project Funding Plan Changes**

*Melanie Choy (MTC)* provided an overview of two proposed project amendments, as required under Sect. 30914(f) of the California Streets and Highways Code. The two projects requesting reassignment of funds are: BART Seismic/SFO Reserve account to BART Transit Capital Match; and, 2) BART Tube Seismic Retrofit to BART Oakland Airport Connector. Melanie reported that MTC staff is requesting authorization to hold a public hearing in June at the May 9 PAC meeting; public notices and 30-day public comment period begins on May 11, 2007 and the Public Hearing is tentatively scheduled for June 13, 2007.

**13 Interstate Ramp Collapse – Impact on Transit**

*Anne Richman (MTC)* reported on the Notice of Intent issued by the Department of Transportation (DOT) to access FHWA funds as a result of the accident, which occurred on the transition ramp of I-80/580/880 on April 29, 2007. MTC will be acting as the intermediary between Caltrans and transit operators to access emergency relief funds for ongoing service.

**14 Recommended Future Agenda Items**

Bus/Van Pricelist Subcommittee Update

**Next Transit Finance Working Group Meeting:**

Wednesday, June 6, 2007

10:00 a.m. – 12:00 p.m.

MTC MetroCenter, Fishbowl Conference Room